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27 APR 1967

MEMORANDUM FOR: Director of Planning, Programming and Budgeting

SUBJECT: Phase-out of OXCART

REFERENCE: Memorandum from D/OPPB, same subject, dated 17 April 1967

1. In response to your referent memorandum, requesting certain information on the OXCART phase-out for [redacted] there is attached an explanation of the plans for the phase-out and of the responsibilities for the conduct of those plans. The NRP portion was supplied by [redacted] who, incidentally, states that he went over the plans in some detail with [redacted] just a short time ago.

2. The attachment also states where this Agency's budget will be reduced in FY 1968 as a result of the phase-out.

(Signed) Paul M. Willenbrand

For: **CARL E. DUCKETT**
Deputy Director
for
Science and Technology

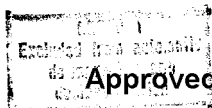
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NATIONAL RECONNAISSANCE PROGRAM

The National Reconnaissance Program will pay in F.Y. 1968 for the support of OXCART aircraft scheduled to fly 420 hours in the first half of the fiscal year, equipment maintenance in support of this program, contractor costs incident to the housekeeping operations [redacted] until phase-out of the program, mothballing costs for the 10 OXCART aircraft to be stored, disassembly of equipment to be moved, and transportation costs for equipment and supplies to be moved to the specialized depot or other bases. These costs have been estimated at [redacted] for OXCART and [redacted] for Fuel in the F.Y. 1968 President's Budget.

The NRP does not pay for the military or civilian personnel for the program, nor for operating costs of tanker, chase and administrative aircraft. These are paid either by CIA or from regular Air Force funds, which were adjusted for the President's Budget.

Before the decision was made to phase out the OXCART aircraft, the DMBD budget for continuing operations was [redacted] for OXCART and [redacted] for Fuel. The now-estimated [redacted] OXCART/ [redacted] includes [redacted] for one-time costs related to the phase-out.

Actions incident to the phase-out were initiated immediately after the decision, and have been proceeding with concentrated effort since. Many logistics policy decisions have been made. The most important single decision remaining is where the OXCART aircraft are to be stored.

It is planned that the 10 OXCART aircraft will be stored with sufficient equipment and supplies to enable the withdrawal from storage of an initial block of 5 operational aircraft if the situation warrants, with at least 90 days operational support assets (the BOB/OSD study assumed that the principal reason for returning these to flight status would be if SR-71 aircraft attrition were significantly higher than forecast). Of the remaining five aircraft, one is a trainer, one is test-configured, one is Tagboard-configured under the old program, and two are the operational type. If the situation later required return to flight status of these five aircraft, assets would be generally available for initial



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NATIONAL RECONNAISSANCE PROGRAM (Continued)

operations, although extensive rework would be necessary for the test and Tagboard-configured aircraft, and possibly the trainer. To the extent any of these aircraft are removed from storage, it is expected that they would be under SAC management.

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